

OUR JOBBING DEPARTMENT
HAVING BEEN REPLEN-
ISHED with a large as-
ortment of the latest EUROPEAN
and AMERICAN NOVELTIES,
we are prepared to execute
orders for FANCY WORK with
promptness and despatch, and at
very moderate rates.

CHINA MAIL OFFICE.

The China Mail.

GOLD MEDALS, PARIS 1875, 1889

JOSEPH GILLOTTS
PENS.
Of Highest Quality, and Having Greatest
Durability, and therefore
UNRIVALLED.
The only Award, Chicago, 1893.
NUMBERS FOR USE BY BANKERS.
Small Size, 1/2, 3/4, 1, 1 1/4, 1 1/2, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.
The New Standard Point, 1088.

Established February 1845.

No. 10,922

號二月三年八十九百八千一英

HONGKONG, WEDNESDAY, MARCH 2, 1898.

日十初月二年戌戊

PRICE, \$2.50 PER MONTH.

Business Notices.

THE 'QUEEN'S CHOICE' LIQUEUR SCOTCH WHISKY.

PRONOUNCED BY CONNOISSEURS

TO BE

ONE OF THE FINEST WHISKIES EVER PLACED ON THE MARKET.

It possesses a delicate aroma, and is of great age and guaranteed purity.

\$12.00 PER DOZEN.

THE VICTORIA DISPENSARY,
AGENTS.



Old Blend
Whisky

White Horse
Cellar

FROM THE
ORIGINAL
RECIPE
Dated 1746.

The Old-
fashioned
Blend of the
Coaching Days,
without
alteration
for 150 years.

OLDEST,
BEST,
PUREST

IN THE MARKET.

Refuse Imitations.
Insist on getting
White Horse
Cellar.

Being a high priced Whisky, many don't keep it if they can sell another brand.

MACKIE & COY. DISTILLERS LTD.,
GLASGOW, AND GLASGOW,
W. G. HUMPHREYS & CO.,
AGENTS.

VICTORIA CHAPTER, No. 525 E.O.

AN EMERGENCY CONVOCA-
TION of the above CHAPTER will be held
in the FURNACE ROOM, 2nd Floor, at 8.30
on MONDAY, the 2nd March, at 8.30
for 9.00 p.m. precisely. VISITING COM-
MITTEES are cordially invited to attend.
Hongkong, March 2, 1898.

THE CHINA MANILA S. S. CO.,
LIMITED.

THE FIFTEENTH Ordinary General MEET-
ING of SHAREHOLDERS in the
Company will be held at the Company's
Office, No. 9, Praya Central, Victoria, on
MONDAY, the 21st March, 1898, at 11
o'clock a.m., for the purpose of receiving a
Statement of Accounts and the Report of
the General Managers for the year ending
31st December, 1897, and for the purpose of
electing a Committee of Auditors.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 7th to
the 21st March, both days inclusive.
SHEWAN, TOMES & CO.,
General Managers.

Hongkong, March 1, 1898.

THE HONGKONG COTTON SPIN-
NING, WEAVING AND DYING
COMPANY, LIMITED.

NOTICE is hereby given that the FIRST
INSTALLMENT of \$20 per SHARE
on the Shares in above Company becomes
due on the TWENTY-THIRD Day of March next,
and PAYMENT thereof must be made to
the BANKERS of the Company, viz. the
HONGKONG AND SHANGHAI BANKING COR-
PORATION, on or before that date.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, February 16, 1898.

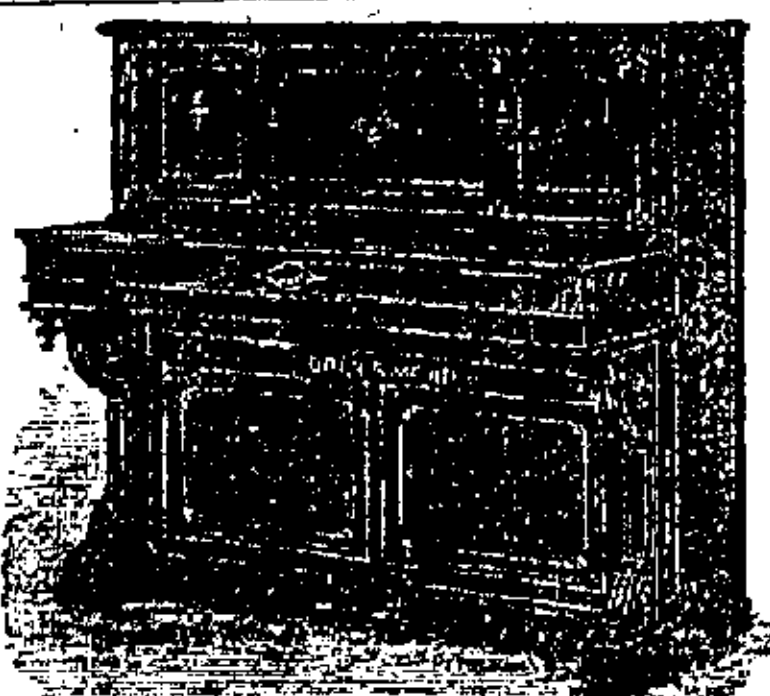
WANTED.

A DAILY GOVERNESS, for One
Little Boy, aged 4 Years.
Apply to
D. L. O.

Care of Office of THIS PAPER.
Hongkong, February 16, 1898.

ROBINSON PIANO COMPANY.

COLLARD
BRINSMEAD
RACHALS
OWN MAKE



ALLISON
KAPS
TRANSPOSERS
CABIN PIANOS.

HIGH QUALITY, LOW PRICE.
EASY MONTHLY PAYMENTS.

PEAK HOTEL.

1350 FEET ABOVE SEA LEVEL.

A FIRST-CLASS HOTEL adjoining the Tramway Terminus, FINE HEALTHY
Location, Commanding Magnificent View of the City and Harbour, inland
of China, and Islands; cool southerly breeze in Summer, with perfect protection against
the North-East winds in Winter.

A Covered Way has been constructed from the Station to the Hotel.
The Hotel is now under European Management.

GEO. J. CASANOVA, Manager.

CITY OFFICE, No. 7, Duddell Street.

1754

CHAMPAGNE.

BOUCHER FILS and CIE.

Light, Dry, Natural Wines of Superior Quality.

GOLD LABEL, 1 DOZEN QUARTS, \$31.00; 2 DOZEN PINTS, \$31.00.

BLACK LABEL, 1 DOZEN QUARTS, \$31.00; 2 DOZEN PINTS, \$31.00.

SOLE AGENTS:

H PRICE & Co.,

No. 12, Queen's Road Central.

COTTAM & Co.

(JUST RECEIVED)

TENNIS SHOES, TENNIS SHIRTS,

TENNIS BELTS.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATES

named:-

FOR STRAITS. CAPTAIN. DATE.

SHANGHAI.....Thames.....S. BARHAM.....About 4th March.

LONDON.....Arcturion.....F. N. TILLER.....About 5th March.

YOKOHAMA.....Resolute.....E. P. BISHOP.....Daylight, 6th March.

SHANGHAI.....N.K.I.....S. G. D. ANDREWS.....About 7th March.

Kobe and Yokohama.....S. G. D. ANDREWS.....About 7th March.

LONDON.....Arcturion.....F. N. TILLER.....About 11th March.

* See Special Advertisement.

For Freight or Passage, and further Particulars, apply to

H. A. RITCHIE, Superintendent.

P. & O. S. N. Co.'s Office,

Hongkong, February 23, 1898.

374

MELDRUM FURNACES.

THESE FURNACES are specially adapted

for COAL DUST, COKE DUST and

FUELS of an inferior quality, and by their

use a great saving is effected generally.

Smoke is reduced to a minimum and Boiler

Power largely increased.

JARDINE, MATHESON & Co.,

Agents for Hongkong & China,

Hongkong, January 23, 1898.

209

THE EQUITABLE

Three things come not back:

The Spent Arrow,

The Spoken Word,

The Neglected Opportunity.

You intend to assure To-morrow;

why not at once! To-morrow

is the grave of lost opportunities.

JARDINE, MATHESON & Co.,

General Managers,

Hongkong, February 16, 1898.

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Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, Ltd.,

HONGKONG HOTEL-PRAYA.

SOLE EASTERN AGENTS FOR:



ALUMINIUM & GENERAL FOUNDRY ESTD. LTD., New Wave Wave Roofing Co.

SNOWDON SON'S & CO., 'SNOWDRIFT,' GRIPPEL'S STEAM TRAP.

BERGER & SONS LTD., PAINTS & VARNISH, TURTON BROS. & MATTHEWS STEEL GOODS.

W. WILSON GILBERT, (SCOTCH AND SCANDINAVIAN BERTING).

Bell's Packings and Jointings are used by the British, French,

Russian, Italian, Swedish and Spanish Navies, also by

Principal English, Colonial and South American

Railway Companies.

24

LANE, CRAWFORD & CO.

TAILORING DEPARTMENT.

This Department is now under the Personal Supervision of
Mr. BOPPEY, who has again entered our employ.

We are just in Receipt of New Goods for the coming Season of

THE BEST QUALITY ONLY.

They include:-Thin Flannel Tweeds, Cashmeres, &c. for
SUITINGS; Thin Black and Blue, and FANCY COATINGS for
DRESS, &c.

P. RAMATTAS AND DRILLS OF EVERY DESCRIPTION.

373

LANE, CRAWFORD & CO. STUTTGART PIANOS

DORNER SEMI-GRANDS & COTTAGES

MONTHLY PAYMENTS

Lane, Crawford & Co.

LADIES

From the PEAK, KOWLOON, and OUTLYING DISTRICTS SHOPPING in the CITY can get

383

AFTERNOON TEA

AT THE

HONGKONG HOTEL

in the READING ROOM, where the MATRON is in attendance Daily

389

NICHOLSON'S CELEBRATED GINS

OLD TOM and DRY.

SOLE AGENTS:

Caldbeck, Macgregor & Co.,

Wine and Spirit Merchants.

W. POWELL & Co.

A CAPITAL ASSORTMENT OF

TRAVELLING TRUNKS.

NEW GOODS.

W. POWELL & Co.

Hongkong, February 26, 1898.

ASK FOR FERGUSON'S

P. & O.

SPECIAL LIQUEUR, 10 YEARS OLD
HIGHLAND WHISKY.

FERGUSON'S

SPECIAL CREAM

BREADALBANE HIGHLAND WHISKY.

These are the finest productions of Scotland;

devoid absolutely of all deleterious matter.

THE CREME DE LA CREME OF

WHISKIES.

PURE AND MILD.

Sole Importers,

F. BLACKHEAD & Co.

VICTORIA DISPENSARY.

DAKIN'S ANISEED AND HIGGINS COUGH BALSAM.

For the Relief of CATARRHAL COMPLAINTS, such as COUGHS, COLDS,

HOARSENESS, and SORENESS OF THE THROAT.

Price 60 CENTS and \$1.

CRICKETMAN'S COUGH BALSAM.

For Croup, Cough, Hoarseness, Laryngitis, Asthma, Consumption, Whooping Cough,

Brachitis, and all Diseases of the Throat and Lungs.

Price \$1 per Bottle.

VICTORIA DISPENSARY.

General Dispensing

Hongkong, February 24, 1898.

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Business Notices.

CHANGEABLE WEATHER

throws the human machinery out of gear. It relaxes the system and renders it more
susceptible to attacks of Diphtheria, Influenza, Colds, and other prevalent ailments.

IF YOU COUGH

TAKE

WATKINS' BALSAMIC LINCTUS

Which act, by Inhalation and Absorption, directly upon the Respiratory Organs,
the Larynx, Bronchia, Lungs, &c.

Invaluable as a Remedy for Coughs, Colds, Bronchitis, Laryngitis, Hoarseness,
Catarrh, Asthma, &c.

THE EFFECT IS INSTANTANEOUS.

365

GREEN ISLAND CEMENT CO., LIMITED.

FIRECLAY WORKS, DEEP WATER BAY, HONGKONG.

CEMENT FACTORY, GREEN ISLAND, MACAO.

PORTLAND CEMENT,

GLAZED STONEWARE DRAIN PIPES AND FITTINGS, GLAZED PAVING,
BRICKS AND TILES, FIRE BRICKS AND FIRE CLAY,
&c., &c.

For Prices and further particulars, apply to

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SHEWAN, TOMES & Co., General Managers.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

AN EXTRAORDINARY MEETING of

A SHAREHOLDERS in the COMPANY

will be held at the Company's Office,

No. 9, Queen's Road Central, Victoria,

on MONDAY, the 21st March, at 12

o'clock Noon, when the following Resolu-

tions, which were passed at the Extraordi-

nary Meeting held on the 28th February,

1897, will be submitted for Confirmation as

Special Resolutions.

SPECIAL RESOLUTIONS.

That Article No. 65 and 122 of the

Articles of Association of the Company be

altered by substituting therefor the word

'February' and substituting therefor the

word 'March'.

That Article No. 7 be altered by insert-

ing the words 'or Extra Reserve Fund'

immediately after the word 'Fund' in the

sixth line of the said Article, and the

words 'and Extra Reserve Fund' immedi-

ately after the word 'Fund' in the seventh

line of the said Article.

That Article No. 121 be altered by in-

serting the words 'and subject to the pro-

visions of Articles 121A and 121B' im-

mediately after the word 'Fund' and before

the word 'or' in the fourth line of such

Article.

That the following Articles be inserted

immediately after Article No. 121, and be

numbered Articles 121A and 121B.

121A.—Although the Reserve Fund

may amount to the sum of One

Million Dollars the Directors may

nevertheless at their discretion

from time to time appropriate a

portion of the net income and

profits earned by the Company in

any one year to the formation of

an additional Reserve Fund, to be

called 'Extra Reserve Fund'.

121B.—The monies standing at the

Credit of the Extra Reserve Fund

may be applicable for the equal-

isation of dividends, and such

monies or some portion thereof,

may, whenever the Directors shall

think fit be appropriated towards

the equalisation of dividends.

By Order,

JAS. B. COUGHTRIE,

Secretary.

Hongkong, February 23, 1898.

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HUMPHREYS ESTATE AND
FINANCE CO., LIMITED.

NOTICE.

THE Twelfth Ordinary Annual General
MEETING of SHAREHOLDERS
of the above Company will be held at the
Registered Offices of the Company, 88
and 89, Queen's Road Central, on SAT-
URDAY, the 6th March, at Noon, for the
purpose of receiving the Report of the
Directors, together with a State-
ment of Accounts for the year ending
December, 1897.

The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 27th in-
stant to the 5th March, both days in-
clusive.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, February 24, 1898.

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THE HONGKONG ROPE MANUFACTURING
COMPANY, LIMITED.

</

GERMANY will send two cruisers and a surveying ship to Australasian waters next summer.

In her last trip from Sydney to Hongkong, the *Toku Maru* carried 26500 of gold for Chinese shippers.

SEVENTY-ONE Hongkong candidates have entered for the next Oxford Local Examination; 19 Seniors, 24 Juniors, and 28 Preliminary.

The Canton Insurance Society was interested to the extent of £10,000 in the last cargo of the New Zealand steamer *Mutaura* wrecked recently in the Straits of Magellan.

A Government Gazette extraordinary was issued yesterday, containing regulations made by His Excellency the Officer Administering the Government in Council for the control of opium divans.

Mr. W. M. B. Arthur, first clerk at the Magistracy, went home on leave yesterday by the *Sachsen*. During his absence, Mr. C. W. Duggan, Assistant Police Department, will perform the duties of first clerk at the Magistracy.

The Russian cruiser *Yudimir Monomach* sailed for China on the 6th February. She is an armoured cruiser with a displacement of 5790 tons, and her indicated horse-power is 7000. She was built in 1882. Her armament consists of four 8 in. and 12 in. guns, 18 quick-firing guns, four light guns, and two torpedo tubes. The ship's speed is set down at 15.2 knots.

A LONDON telegram published in Australian exchanges, under date February 6, states that Sir Robert Hart had requested the Chinese Government to appoint Mr. Byron Brennan, British Consul at Canton, Deputy Inspector-General of Customs, with power to act as chief authority. Our Australian contemporaries have confused Mr. Brennan with Mr. R. B. Breton, who was Commissioner of Customs at Canton prior to his departure for England.

The accelerated mail service has evidently been disturbing the dreams of the signalman at Kowloon, and his full confidence in the P. and O. Company keeping up to their scheduled time was prominently shown this morning by the English mail signal being raised to the masthead. The good old ensign had hardly had time to unfurl itself in the breeze, however, when it was quickly hauled down, just as the *Rosetta*, with the Japan mail, rounded the bend from Lyemun.

SPEAKING of the reinforcement of the British fleet on the China Station, the *Leand* and *C. 27* press says: "We should like to see one of the *Dixie* class of armoured cruisers despatched, and possibly one of the older armoured cruisers hold in reserve at Hongkong, to be used in emergency. It would do as well there as roving in our own home waters. Such a reinforcement as we have indicated would bring us up to the position we ought to occupy in view of the interests we have at stake."

PRINCE Henry of Prussia is expected to arrive here, on board the *Deutschland*, on the 8th inst. His Royal Highness will land in his official capacity as Rear-Admiral, and on the evening of the 8th will probably dine with the German Consul at the Consulate. Next evening he will dine with Major-General Black, the Acting Governor of the Colony, and afterwards will hold a reception at the German Club, Wyndham Street. A Committee of the German community has been appointed to arrange for this reception.

M. PAUL de Varelles, the leader writer of *L'Avenir du Tonkin*, advocates the annexation by France of the Island of Hainan, and advances many reasons in favour of this addition to the French Colonial Empire. French diplomacy allowed Formosa and the Pescadores to fall into other hands, and Hainan and a large slice of South China (the Lei-chow Peninsula to begin with) would serve as some slight compensation for what might have been lost. If excuse is needed, M. de Varelles puts forward the unrequited seizure of M. Lyadout and his wife and daughter by Chinese frontier rascals and the recent destruction, by Chinese, of M. Berthoin's alumina factory at Hoihow. Any excuse is better than none at all! The wonder is that the French should consider an excuse necessary.

YESTERDAY afternoon, a number of lots of property at the Peak were put up for sale by public auction by Mr. G. P. Lamont, in his sales room, Duddell Street. One of the lots advertised for sale was Craigburn, but the sale of this lot was postponed until 16th March, in consequence of a proposal to acquire the property for the purposes of a Jubilee Hospital for Women and Children and Nursing Institute. No. 6 Stewart Terrace was the first lot put up, at an upset price of \$3000. The bidding advanced by \$100 and \$50 to \$4,450, at which sum the property was knocked down to Mr. Ka Poo. The second lot, No. 7 Stewart Terrace, was knocked down to the same purchaser at \$4,150. No. 8 Stewart Terrace was bought by Mr. Pinesky for \$4,600, and No. 9 Stewart Terrace was purchased by Mr. Ka Poo for \$4,250. Rural building lot No. 89, containing 10,000 square feet, with the two houses known as Wagoning and The Retreat, was offered at an upset price of \$12,000, but the property was withdrawn as no bid was made in advance of the upset price.

H.M.S. *Powerful* and *Archer* went out today for steam trials.

The Japanese corvette *Kongo* is to start for a cruise to Australia this month. Coal is steadily rising in price at Moji, and there is no prospect of its decline in the near future.

By defeating South Australia by 26 runs, Victoria wins the Sheffield Cricket Shield for 1898.

The Bank of Japan has declared a dividend for the second half of last year at the rate of 13 per cent per annum.

At the meeting of the Tokyo Chamber of Commerce on the 19th February, a Committee for the investigation of the means of importing foreign capital was to be appointed.

The Hon. Treasurer of the Alice Memorial and Netherland Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—
O. Hollisworth, £5

On the 11th February, intense excitement was aroused in Sydney upon a rumour spreading to the effect that war had been declared between Russia and England. The rumour was afterwards officially denied.

To-morrow afternoon at the Happy Valley, on the ground of the Hongkong Football Club—D Company, K.O.R., will play 25th Company, R.A., in the third round for the Hongkong Football challenge shield. Kick-off at 4.30 p.m. Referee, Mr. J. W. L. Oliver.

INFORMATION has already been received that New South Wales defeated Stoddard's XI by 238 runs. From exchanges, we learn that the scores were:—New South Wales, 415 (Mackenzie 130, Pyc 80 not out) and 557 (Gregory 171, Howell 95, Newell 68 not out); England, 387 (Drace 103, Macdonald 65, Hayward 63, Wainwright 50, Ranji 37) and 363 (Macdonald 130, Wainwright 68, Hayward 61 not out, Ranji 44).

A LONDON telegram, dated 7th February, states that the second-class cruiser *Bona Ventura* has been commissioned for the China Station. The *Bona Ventura*, which was recently on the East Indian Station, and which was relieved as flagship by the *Edgley*, has a displacement of 4300 tons, and her indicated horse-power is 9000. She was launched in 1892. The cruiser is armed with two 6 in. quick-firing guns, six 4 in. guns, eight 6-pounders, and smaller arms. Her speed is 19.5 knots.

Le Courrier d'Haiphong says that among recent arrivals at Haiphong by the last French mail steamer is M. Bonin, the young Frenchman who has made a high reputation by his travels in China. He has gone to Hanoi to confer with the Governor-General before proceeding to Shanghai on his way to Manchuria, where he is to carry on exploration. This is a task entrusted to him by the Ministry of Public Instruction. This Department had previously appointed a M. Roux, a Naval Officer, to carry out the investigations in Manchuria, but like the young man of Scripture story M. Roux has taken unto himself a wife, and therefore cannot go. M. Roux, it may be mentioned, was the companion of the volatile Prince Henry of Orleans during his travels in Asia.

Tax unfortunate re-appearance of rinderpest in the Dairy Farm Company's herd—fortunately, the disease is confined to a very small section of the Company's extensive property, which, since the last outbreak, is separated into several isolated segments—tosses a certain gloomy interest to be taken in the woes of our neighbours of Tonkin. There the cattle are suffering from what has every appearance of rinderpest, although *L'Extreme Orient*, writing editorially, suggests that the experts have a difficulty in arriving at the true nature of the disease, which has already devastated the Provinces of Quangnam and Baeninh. Quangnam is a seaboard Province; Baeninh is inland. The cattle are suffering from a swelling of the eyes, difficulty in respiration, and severe diarrhoea. In most cases the animal falls into a comatose state before death. In some cases the muscles become contracted. Under post-mortem examination, nothing that would lead to a knowledge of the causation of the disease has been found in the intestines, but there is invariably a purulent liquid in the throat and congestion of the lungs. Our contemporary suggests that the disease may be pneumonia, complicated by pleurisy; and then goes on to say that if it is really rinderpest the extermination of the cattle of Tonkin may follow. In the serious epidemic of 1897, the symptoms were different—swelling of the eyes, ulceration of the mouth, loss of appetite, constipation followed by severe dysentery and the evacuation of portions of the intestines, voiding of hair a disagreeable skin eruption. It is suggested that the digging of the soil, principally in Daeninh for the construction of the railway, the tract for which passes through paddy swamps, has something to do with the appearance of *la peste bovine*, as the population in this Province has suffered severely from sickness for many months. The neighbourhood of Hanoi is quite free of cattle disease.

VANUATU as the Domes—At Kowloon, Kwangtung, Maritima, Constantinople, Bahia, Fregues, Empress of Japan.

CHICKEN.—In the final test match at Sydney, Stoddard's team are out for 335 runs, and Australia has made 184 for five wickets.

REUTERS' TELEGRAMS.

(SUPPLIED TO THE 'CHINA MAIL'.)
LONDON, 28th February, 1898.
THE ATTEMPT ON THE LIFE OF THE KING OF GREECE.
Karditsa, in the employ of the municipality of Athens, has been arrested, and admits having fired at the King. He regrets his failure.

CHICKEN.
In the final test match at Sydney, Stoddard's team are out for 335 runs, and Australia has made 184 for five wickets.

WEATHER REPORT.

The following notice is issued from the Observatory:—
On the 2nd at 11.35 a.m. The barometer has risen in the North, fallen in the South. Pressure is high over N. China and relatively low in the S. part of the China Sea. Gradients steep in the Borneo Channel and on the S. coast of China. Forecast:—strong N.E. winds; fair but misty.

ROYAL HONGKONG YACHT CLUB.

RECENT RACES (CUT-SECOND RACE).
February 26, 1898.
Course: From Police Pier, Kowloon, round Channel Rocks, Kowloon Rock, Meyer's buoy, Channel Rocks (all top), and finish at starting line; 9½ miles.

Handicap.
Erian ... scratch, allows seconds per mile.
Maid Marian ... 9.51 1 min. 39 sec.
Phoebe ... 23.03 3 " 45 "
Chanticleer ... 26.03 4 " 7 "
Active ... 26.19 4 " 8 "
Maid Marian ... 34.40 5 " 26 "
Ladybird ... 47.12 7 " 27 "
Dart ... 57.23 8 " 4 "

There was a strong east wind, and Phoebe, Ladybird and Dart were redoubled. Erian went off with the lead, but was passed off by Chanticleer, who got into second place in the strong wind, but Ladybird soon fell behind. Phoebe, with her reefed sail, was going fairly well, but it was not her weather. There was not much difference in time between first and last at Channel Rocks, but in the run down to Kowloon Rock and the reach to Meyer's buoy, the fleet got rather spread out. The wind was easterly, and Chanticleer went away from the rest. Maid Marian lost her rudder at the start of the race, and had to retire. Active was sailing a good average while the whole fleet, and was a good fourth. In the run down to the finish, Phoebe passed Dart, but this was the only change, and a quick race was finished as follows:—

Maid Marian ... 34 34 10 marks first
Erian ... 3 56 31
Chanticleer ... 3 57 54 4 " second
Active ... 3 59 33
Phoebe ... 4 1 11
Dart ... 4 2 54 1 " third
Ladybird ... 4 3 57

The marks scored in this competition are now:—
Maid Marian ... 10
Erian ... 19
Maid Marian ... 19
Dart ... 5
Chanticleer ... 4
Erian ... 1

DAKIN, CRICKSHANK AND CO. LIMITED.

(IN LIQUIDATION.)
The following are the accounts presented to yesterday's meeting of the members of Dakin, Crickshank and Co. Ltd.:—
Voluntary winding up as per two special resolutions passed at an extraordinary general meeting of the shareholders held at the Hongkong Hotel on 17th December, 1897, and duly confirmed at an extraordinary meeting held at the same place on 11th January, 1897.

RECEIPTS.
To A. S. Watson and Co., Limited, on account of the concerned business of Dakin, Crickshank and Co., Limited, both here and at Amoy, during the period 1st January 1897 to 31st March 1897, £2,000 0 0.
To Hongkong and Shanghai Banking Corporation, interest on current account, £283.33.
To fees for new scrip, 1.00.
£2,284.33

PAYMENTS.
By Chairman: fees for signing minutes of meetings of 17th December, 1897, and 11th January, 1897, at \$25 per meeting, By Supreme Court Registration fee, £3.00.
By J. L. Denny, legal expenses, £13.00.
By rent hotel room, stationery, printing, and postages, £47.73.
By liquidator's fee, £309.00.
By first and final dividends paid to shareholders, £10,100.39.
By balance in Hongkong and Shanghai Banking Corporation, £210.14.
£21,311.63

Balance as above, represents:—
Unpaid dividends, £1,704 shares at 72½ cents per share, \$1,235.33.
Unappropriated, 80.75.
\$1,316.14

LOCAL COMPANIES, 6 Places, by Orange, Wards, & Co. Xmas 1897. Price, \$1.00.—Robinson Piano Company.

THE JAPAN STEAMERS.—23,130 tons of coal were exported from Moji during the first thirteen days of February. Of these 13,390 tons were for Shanghai, 9,750 for Hongkong, and 2,000 for Chofoo.

The L. & O. Express of the 28th January, which the cruiser *Hermione* would probably be held off for the China Station is now confirmed. She was paid off on 28th January at Devonport after two years' service with the Channel Squadron, and is to be commissioned for service with the China Squadron as soon as the refit which she is now undergoing is completed. The *Hermione* is a modern vessel of 4,300 tons displacement, and a speed of 19.5 knots. She carries an armament of two 8 in. and eight 4 in. quick-firing guns, besides eight 6 in. and four 3 in. guns, and four torpedo tubes. She has a steel protective deck, 9 in. in the fore and 6 in. in the aft.

DIAMOND JUBILEE CELEBRATION SCHEMES.

IMPORTANT MEETING OF THE COMMITTEE.
A meeting of the Hongkong Jubilee Committee was held at the Council Chamber on Monday afternoon at 4.30 p.m.

The Hon. O. P. Chater (Chairman of the Committee) presided, and there were also present: Messrs T. Jackson, A. P. McEwen, W. Chatham, J. J. Francis, Q.C., W. Danby, D. R. Crawford, H. F. H. May, F. R. Bell, J. J. Bell, J. H. Stewart, and Mr. J. H. Stewart.

After the minutes of the previous meeting had been read and approved, the Chairman said that before proceeding with the business to be brought before the Committee he would like to have an expression of opinion from the Committee as to whether it was the original intention of the Committee that the Jubilee should be celebrated by the end of next week, or whether it was the intention of the Committee that there should be only one building to meet both purposes, as the resolution proposed by Mr. Chater was somewhat vague on the point.

Mr. Francis said he was of opinion that the original intention of the Committee was that there should be two buildings.

The Hon. Secretary (Mr. J. H. Stewart) said that he was of opinion that the original intention of the Committee was that there should be two buildings.

The Chairman then explained that the meeting had been originally summoned for the purpose of selecting a site for the Jubilee building, and that the Committee had been invited to select three or four sites, and that the Committee had been invited to select three or four sites, and that the Committee had been invited to select three or four sites.

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therefore allowed short lengths of 1 in 18, which is a fairly good gradient for a carriage road.

The first mile of the present road was found to be much too steep, and considerable alterations were made, and the running of several trial-lines necessary, before getting a satisfactory trace to the first gap.

The third and fourth mile also presented several difficulties.

I have been personally over the whole track on foot, parts of it two or three times. Mr. Hughes sent in a weekly report of his progress.

In addition to the traverse and longitudinal section of the track he has also made the calculation of earth and rock to be made and has also made enlarged plans of all large stream crossings.

In his report of Feb. 12th, he had completed the survey of the fifth mile.

I have just received the report, dated February 24th, reporting the completion of the sixth mile, and the compass survey and levels for section of seventh mile, which is beyond Stanley.

He informs me that he hopes to finish the eighth mile by the end of next week, which will bring the track to the Gap beyond Stanley above Repulse Bay.

I expect he will easily get to Aberdeen in March; and possibly the whole track round Mount Davis to Kennedy Town may be completed in April.

A rough, but passable foot-path, is being cut along the track as I inspect and pass it as approved.

The calculation of the quantities of work and the preparation of the estimate will occupy some time, but it is not likely to be completed until the end of the month.

When the plans and estimate are complete, the construction of the road may be divided into three or more sections as may seem desirable, tenders invited, and if satisfactory contractors can be found, work commenced at both ends, and one or more points between the termini.

R. D. OMSBY.
This report having been read, a question was asked how wide it was intended that the proposed road should be.

The Director of Public Works replied that he intended to make a cut of 18 feet in the solid and that would make the road surface at least 20 feet.

A question was also asked whether it was intended to commence the road at both ends.

The Director of Public Works replied that he intended to make a cut of 18 feet in the solid and that would make the road surface at least 20 feet.

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SUPREME COURT.

IN ADMIRALTY JURISDICTION.
(Before His Honour Sir John Carrington, Chief Justice, and Commander W. O. H. Hastings, Assessor.)
Wednesday, March 2.

MAX LOR AND OTHERS v. S.S. "HAILAN".
This was an action for damages arising out of a collision between the British steamship *Hailan*, and the *Kion Shan* Junk, in the China Sea, between Hongkong and Swatow, on 4th August, 1897.

Mr. J. J. Francis (instructed by Mr. G. Evans) appeared for the plaintiffs, and Mr. W. S. Shiao (instructed by Messrs. Duncan and Hastings) appeared for the defendants.

Mr. Francis referred to the preliminary facts, and said that the master of the *Hailan* was Mr. J. S. Roach, and the junk was in charge of Mak Tang Loong, the owner not being on board, having been unwell at home.

The junk gave the time of the collision at 9 p.m. on 4th August, about fifteen miles W.S.W. of Chi Ling Point, and the steamer gave the time at 11 p.m. the same evening, eight miles west of Pedro.

It was practically immaterial, however, at which of the times or places given the collision took place. The junk gave the wind as N.E. and very light, and the steamer, E.S.W. The junk stated the weather was fine and the stars visible, and the steamer that the weather was cloudy and overcast, but clear on the water.

The junk stated she carried two white lights at the foremast and one at the mainmast, and the steamer stated she carried the regulation mast head and side lights. It was in dispute whether the junk carried any lights.

The steamer alleged that the junk carried no lights, and that she improperly altered her course on the vessels approaching one another, and thereby caused the collision.

On 24th July, the junk left a place called Tung, with a cargo of porcelain, bound for Hongkong, and called in at Swatow on the voyage.

On the night of the collision, she made out the white light of the steamer at a distance of about three miles off, and right ahead. As the steamer was coming towards them, they ported their helm, and turned in towards the land.

As soon as they had perceived the red light of the steamer came within range. The wind was falling light, and they were making little or no way, and when the steamer was within a mile or so, they struck her on the port quarter.

It appeared to be still coming steadily towards them they burned flare-up lights on the after deck and shouted to attract the attention of the people on the steamer.

The steamer, however, continued on her course, and struck them on the port quarter, with her stern and port bow, and the result was that the junk was almost cut in two, and became a total loss.

The steamer was rescued by the steamer, the plaintiffs' contention was that the steamer was to blame, and was clearly in the wrong. The junk was comparatively light, it was an easterly wind, they sighted the junk only a quarter of a mile off.

If a proper lookout had been kept on board the steamer they might have seen the junk long before, considering the state of the weather; and it being their duty under the rules of the road at sea to get out of the way of the sailing vessel, in attempting to get out of the way of this junk, one point on their port bow and a quarter of a mile off, they adopted a wrong course in starboard, attempting to pass on the starboard side of the junk, and that they ought to have ported and cut across the line of the junk's course, and got out of the way entirely.

In starboard, their helm, with the junk only a quarter of a mile off, they adopted a wrong course in starboard, attempting to pass on the starboard side of the junk, and that they ought to have ported and cut across the line of the junk's course, and got out of the way entirely.

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Banks.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4% PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
T. JACKSON, Chief Manager.
Hongkong, August 1, 1896. 1515

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL, £1,000,000.
PAID UP CAPITAL, £250,000.

HEAD OFFICE—HONGKONG.

Court of Directors:
D. GILPIN, Esq., J. T. LAUREN, Esq.,
CHAS. K. SHAW, Esq., CHOW TUNG SHAN, Esq.,
KWAY HOI CHU, Esq.,
Chief Manager,
G. W. F. PLAYFAIR.
Interest for 12 months Fixed 5%.
Hongkong, November 30, 1897. 171

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL, £15,000,000.
RESERVE FUND, £1,250,000.
PAID UP CAPITAL, £2,500,000.
RESERVE FUND, £1,000,000.

BANKERS:

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily Balance.

ON FIXED DEPOSITS—

For 12 months 4%
" 6 months 3%
" 3 months 2%
" 1 month 1%
J. THURGOOD,
Manager, Hongkong.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £375,000

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily Balance.

On Fixed Deposits for 12 months 4%
" 6 months 3%
" 3 months 2%
" 1 month 1%

T. H. WHITEHEAD,
Manager, Hongkong, June 2, 1897. 846

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, £10,000,000.
RESERVE FUND, £2,000,000.
RESERVE LIABILITY OF SHAREHOLDERS, £10,000,000.

COURT OF DIRECTORS—

Hon. J. J. BELL IRVING, Chairman,
R. M. GRAY, Esq., Deputy Chairman,
C. DODD, Esq., J. J. BELL IRVING, Esq.,
G. D. BELL, Esq., R. L. RICHARDSON, Esq.,
G. B. DODD, Esq., Esq.,
David Gubbay, Esq., R. S. SWEET, Esq.,
Armin Haas, Esq., N. A. SIBBE, Esq.,
Chief Manager,
Hongkong, T. JACKSON, Esq.,
Shanghai, J. P. WARD, Esq., Esq.,
LONDON BANKERS—LONDON AND COUNTY BANKING CO., LD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2% per annum on the daily balance.

On Fixed Deposits—

For 3 months 2 1/2% per annum.
" 6 months 3% " " "
" 12 months 4% " " "

T. JACKSON,
Chief Manager, Hongkong, February 12, 1898. 368

CHAS. J. GAUFF & Co.,

Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOYAGERS' COMPASSES,
BINOCULARS AND TELESCOPES,
BAROMETERS AND OTHER COMPASSES,
ADAMANTINE AND IRON ORBITS,
NAUTICAL BOOKS,
English Silver and Electro-Plated Ware,
GOLD & SILVER JEWELLERY,
in great variety.

DIAMOND JEWELLERY.

Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 724

GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME.

FOR DISEASES OF THE CHEST.

All suffering from Catarrh, Consumption, Obsolete Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take

GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME.

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.

Grimault's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

Grimault's Syrup has a rose colour and is sold in flat oval bottles. Beware of imitations.

GRIMAULT & Co., Paris, Sole and all Chemists.

Prepared by A. B. WARD & Co., Chemists.

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOSHOW.

The Co.'s Steamship, *Taiyuan*, Captain NELSON, will be despatched for the above Ports TO-MORROW, the 3rd March, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFFRAK & Co., General Managers.

Hongkong, March 2, 1898. 431

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN (DIRECT).

The Co.'s Steamship, *Likang*, Captain LEAK, will be despatched as above on THURSDAY, the 3rd March, at 4 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, February 26, 1898. 421

FOR NEW YORK VIA SUEZ CANAL.

The Steamship, *Lyfeyria*, Captain HANSENBAAS, will be despatched as above on or about the 4th March.

To be followed by—

S.S. *Urd*, on or about the 15th April.

S.S. *Queen Mary*, on or about the 15th May.

S.S. *N. Nippon*, on or about the 10th June.

S.S. *Craggan*, on or about the 30th June.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, March 1, 1898. 100

FOR SINGAPORE, HAVRE AND HAMBURG.

(Calling at NAPLES for landing Passengers if sufficient inducement offered.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL AND BREMEN.)

The Steamship, *Hertha*, Captain TH. HILDEBRANDT, will be despatched for the above Ports on SATURDAY, the 6th March, at 6 p.m.

This Steamer has superior Accommodation for First and Second Class Passengers, and carries a Doctor and a Stewardess.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, Feb. 28, 1898. 429

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN.

The Co.'s Steamship, *Desolation*, Captain BRANCH, will be despatched on WEDNESDAY, the 9th March, at 3 p.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, March 1, 1898. 442

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.)

The Steamship, *Albatross*, Captain ELLIS, will be despatched for the above Ports on WEDNESDAY, the 9th March.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon is carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the China Navigation Company, and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, March 1, 1898. 333

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

The Co.'s Steamship, *Franchette*, Captain KAZ, will be despatched as above on SATURDAY, the 12th March.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, February 28, 1898. 427

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship, *Orizaba*, will be despatched for the above Ports on the 12th March.

S.S. *Lennox*, to sail about 12th April.

S.S. *Pathan*, to sail about 20th April.

S.S. *Emerald*, to sail about 5th May.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, February 23, 1898. 240

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND COLOMBO.

(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

The Co.'s Steamship, *Opouch*, Captain J. BARNES, will be despatched as above on or about the 24th March.

For Freight, apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, February 22, 1898. 638

Shipping.

Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.

The Co.'s Steamship, *Taiyuan*, Captain NELSON, will be despatched for the above Ports on SATURDAY, the 5th March, at 4 p.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, March 1, 1898. 441

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship, *Lightning*, Captain J. G. SPENCER, will be despatched for the above Ports on TUESDAY, the 8th March, at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, March 1, 1898. 438

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *SOOTRA*.

FROM ANTWERP, LONDON, PORT SAID, BOMBAY AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be stored out Mark by Mark and delivery will be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 4 p.m. TO-MORROW.

Goods not cleared by the 2nd March at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, February 24, 1898. 403

"GLEN" LINE OF STEAM PACKETS.

FROM MIDDLESBORO, LONDON, AND STRAITS.

THE Steamship *Glenish* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 p.m. TO-DAY.

Cargo remaining undelivered after the 3rd March will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 10th March, otherwise they will not be recognised.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, February 14, 1898. 404

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP *OLYMPIA*, FROM PORTLAND, YOKOHAMA, KOBE, AND MOBI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co., Agents.

Hongkong, February 25, 1898. 417

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Lightning* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents.

Hongkong, March 1, 1898. 435

STEAMSHIP *MELBOURNE*.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and Havre, ex S.S. *Regard*, and from Bordeaux ex S.S. *Ville d'Aras* and *St. Leger*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 6 p.m., TO-DAY (Sunday), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining undelivered after Monday, the 7th March, at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before Monday, the 7th March, or they will not be recognised.

All Damaged Packages will be examined on Monday, the 7th March, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, February 27, 1898. 421

Mails.

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Peru (via Shanghai, Nagasaki, Kobe, Yokohama, &c.) THURSDAY, March 3, at noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Yokohama, &c.) TUESDAY, March 22, at noon.

City of Tokyo (via Shanghai, Nagasaki, Kobe, Yokohama, &c.) SATURDAY, April 9, at noon.

THE U.S. Mail Steamship *PERU*, will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, TO-MORROW, the 3rd March, at Noon, taking Passengers and Cargo for the above Ports.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at YOKOHAMA, where passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Europe, may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND TRIPS in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for trans-shipment to Yokohama and other Japan Ports, or San Francisco, to Atlantic and Pacific Ports of the United States, via Overland Railway, to Paris, London, and other European Ports, are granted by the Company and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. the day before sailing. All Parcel Packages should be marked to address in full; value of cargo required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, March 2, 1898. 318

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, ROUBAUX, &c.

PORTS OF BRAZIL & RIVER PLATE.

ON SATURDAY, the 12th March, at Noon, the Company's Steamship *NATAL*, Captain RIVER, will sail for SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, ROUBAUX, &c.

Passengers, SPECIE, and CARGO, will leave this Port for MARSEILLES via Ports of Call, without transshipment.

Cargo and Specie will be received for London as well as for Marseilles, and accepted in transit through Marseilles for the principal Ports of Europe.

Shipping Orders will be granted till 4 p.m. Specie and Parcels until 3 p.m. on the 11th March. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, February 28, 1898. 432

Intimations.

Kinghorn & Macdonald,

Consulting Mechanical Engineers and Surveyors,

Contractors for the SUPPLY of ALL KINDS OF MACHINERY AND APPLIANCES.

SPECIFICATIONS, DESIGNS AND DRAWINGS prepared for all Classes of STEAMSHIPS, MACHINERY and BOILERS.

New Work and Repairs supervised. Surveys undertaken and Reports prepared.

Telegrams: "KINGHORN," Hongkong. Telephone, No. 14.

JOHN W. KINGHORN, M.I.M.E., M.I.Mech.E., London.

D

Merchant Vessels in Hongkong Harbour.

Exclusives of late Arrivals and Departures reported today.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *h*, near the Kowloon shore *k*, and those in the body of the Shipping or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

<p><i>Section.</i></p> <ol style="list-style-type: none">1. From Green Island to the Gas Works,2. From Gas Works to Jardine's Wharf,3. From Jardine's Wharf to the Harbour Master's Office,4. From Harbour Master's to the P. & O. Co.'s Office,5. From P. & O. Co.'s Office to Peddar's Wharf,6. From Peddar's Wharf to the Naval Yard,	<p><i>Section.</i></p> <ol style="list-style-type: none">7. From Naval Yard to Blue Buildings,8. From Blue Buildings to East Point,9. From Kellie's Island to North Point,10. Kowloon Wharves,11. Jardine's Wharf,
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Vessel's Name.	Agent.	Captain.	Flag and Rig.	Tonnage.	Date of Arrival.	Cargo and Agents.	Destination.	Remarks.
Steamers.								
Arctic Mar	c	Asst.	Japan.	str.	1886 Feb. 27	Mitsu Bussan Kaisha		
Butani	c	Bayan	Dan.	str.	654 Mar. 14	R. E. Marty		
Butani	c	Niederrig.	Japan.	str.	228 Feb. 16	H. Andao & Co.		K'loon Dock
Shusan	c	Wendt	Ger.	str.	600 Feb. 20	Siemens & Co.		
Ulam	c	Black	Brit.	str.	2330 Feb. 28	Arnhold, Karberg & Co.		
Comopolit.	c	Folz	Ger.	str.	575 Feb. 4	Lauts, Wegener & Co.		K'loon Dock
Daphne	c	Nielsen	Ger.	str.	1291 Feb. 28	Siemens & Co.		
Dejavorosa	c	Curtis	Brit.	str.	1057 Feb. 20	Tsun Fat Hong	Swatow & Bangkok	March 3.
Dejavorosa	c	Franch	Brit.	str.	1214 Feb. 27	Matheson & Swire		
Eso	c	Petersen	Ger.	str.	832 Feb. 20	Jensen & Co.		
Emperor of Japan	c	Lee	Brit.	str.	594 Feb. 23	P. R. Co.	Vancouver, B.C.	March 16.
Freje	c	Fauden	Danish	str.	246 Feb. 24	R. E. Marty	Hobson and Pakhoi	March 3.
Glenarry	c	Ferguson	Brit.	str.	1905 Mar. 1	Jardine, Matheson & Co.		
Hutan	c	Rosch	Brit.	str.	1232 Mar. 1	Dongas Steamship Co.	Coast Ports	March 3.
Koblenz	c	Black	Ger.	str.	2095 Feb. 27	Melchers & Co.		
Hutan	c	Frazier	Brit.	str.	1168 Mar. 2	Butterfield & Swire		
Kwan Lee	c	Lincoln	Chi.	str.	1165 Jan. 23	M. S. N. Co.		K'loon Dock
Lightning	c	Spence	Brit.	str.	2124 Mar. 1	David Sassoon, Sons & Co.	S'pore & Calcutta.	March 8.
Lokasung	c	Leask	Brit.	str.	979 Feb. 23	Jardine, Matheson & Co.		
Martha	c	Kratzfeldt	Ger.	str.	1418 Jan. 23	Melchers & Co.		K'loon Dock
Nippon	c	Willemsen	Brit.	str.	1901 Feb. 25	Standard Oil Co.		
Nippon	c	Aquith	Brit.	str.	2416 Mar. 2	Butterfield & Swire	Singapore & London	To-day
Olympia	c	Dobson	Brit.	str.	1691 Feb. 25	Dodwell, Carrill & Co.		At'deen Dock
Oslo	c	Pedersen	Norw.	str.	778 Feb. 27	Sander, Wieler & Co.		
Pailan	c	Day	Brit.	str.	1760 Mar. 1	Dodwell, Carrill & Co.		
Peru	c	Pride	Amer.	str.	3522 Feb. 26	M. S. S. Co.	San Francisco	March 3.
Phu Chula Ohom Kiao	c	Frigo	Brit.	str.	1012 Feb. 26	Tsun Fat Hong	Hobson & Bangkok	March 3.
Quinta	c	Gratz	Ger.	str.	1166 Feb. 28	Siemens & Co.		
Quinta	c	Johnson	Brit.	str.	1146 Mar. 2	Sander, Wieler & Co.		
Rosetta	c	Thillard	Brit.	str.	3039 Mar. 2	P. & O. S. N. Co.	Tokohama	March 6.
Sabine Rickmers	c	Sanders	Ger.	str.	598 Mar. 1	Arnhold, Karberg & Co.		
Seitoku Maru	c	Nian	Japan.	str.	897 Feb. 25	Bradley & Co.	Kobe	March 3.
Sungchiang	c	Deidt	Brit.	str.	94 Feb. 28	Butterfield & Swire	Manila	March 3.
Tai Yick	c	Schuldt	Ger.	str.	1064 Feb. 21	Myer & Co.		
Tsuna	c	Nolan	Brit.	str.	1469 Feb. 28	Butterfield & Swire	Kobe	March 5.
Venus	c	MacGregor	Brit.	str.	2312 Feb. 20	Government		
Sailing Vessels.								
Anna Bertha	2 k	Nielsen	Ger.	bgs.	269 D c.	Chinese		
Atlantic	2 k	Schneider	Ger.	bgs.	530 Feb. 22	Sander, Wieler & Co.		
Comet	2 k	Crymle	Brit.	bgs.	490 Mar. 1	Mastor		
Curio Schell	2 k	Vatch	Brit.	bgs.	1065 Sept.	Ordre		
Gaist	2 k	Hearne	Brit.	bgs.	1718 Feb. 21	Standard Oil Co.		
Le-hai Rickmers	2 k	Santa Ferato	Ital.	bgs.	793 Nov. 23	Musco.		
Paul Rickmers	2 k	Walseu	Gr. Am.	bgs.	2840 Feb. 21	Arnhold, Karberg & Co.		
Quickstep	2 k	Hansen	Amer.	sch.	379 Feb. 21	Sander, Wieler & Co.		
R. E. Thomas	2 k	Barnhard	Amer.	sch.	1251 Mar. 6	655 Ind. Oil Co.		
Santa Cruz	2 k	Kaufe	Amer.	sch.	3 D c.	3	Belain	
Spinnaker	2 k	Johnson	Brit.	sch.	264 Feb. 28	Hansen & Co.		
Tuloukun	2 k	Molandor	Amer.	sch.	47 Jan. 24	M. ster		
West York	2 k	Brit.	bgs.	698 Oct.	18 Ordre		Co'stan Dock

Name.	Rig.	Tons.	Guns.	I.R.P.	Captain.	Where at.
Alacrity	despatch-vessel	1790	10	3000	Commander Smith-Dorrien	Chusan
Algerine	sloop	1050	6	1400	Capt. E. P. Donaville	Chusan
Centurion*	cruiser 3rd class	1770	4	3500	Comd. G. J. Kingsmill	Hongkong
Daphne	twinscrew battle ship	10,500	14	13,000	Captain Jellicoe	Chusan
Edgar	cruiser 1st class	1107	8	8000	Commander Galloway	Nagasaki
Esk	g-b, 3rd class coast defence	7300	12	13,000	Capt. H. King Hall	Hongkong
Exeter	gunboat 2nd class	363	2	200	Lt.-Com. Chadwick	Wootong
Grafton	gunboat 2nd class	455	2	300	—	Hongkong
Handy	twinscrew cruiser, 1st class	7350	12	12,000	Captain E. P. Jones	Nagasaki
Hart	torpedo boat destroyer	260	6	4000	Lieut. A. Gillespie	Chusan
Humber	torpedo boat destroyer	260	6	4000	Lieut. H. F. Shakespeare	Chusan
Immortalité	storeship	1640	—	800	Commander Grimes	Hongkong
Intrepid	armoured cruiser, 1st class	6960	12	8500	Captain Edward Clivehouse	Chusan
Latona	cruiser 2nd class	3630	8	8000	Capt. H. T. Doding	Nagasaki
Narcissus	gun-vessel 2nd class	700	2	870	Commander R. O. Sparkes	Hongkong
Peacock	armoured cruiser, 1st class	5660	12	8500	Cow. W. C. O. Forsyth	Nagasaki
Phoenix	gunboat 1st class	600	6	1200	Lieut. P. S. St. John	Hongkong
Pigmy	sloop	1050	6	1400	Capt. Oschraes	Hankow
Plover	gunboat 1st class	760	6	1200	Lieut. Dornier	Shanghai
Plenty	cruiser 2nd class	3630	8	8000	Capt. A. C. Gray	Singapore
Powerful	gunboat 1st class	755	6	1200	Lieut. Spencer V. Y. de Horsey	Hongkong
Rainbow	cruiser, 1st class	14,200	14	2,000	Capt. Hon. H. Lambton	Hongkong
Rattler	cruiser 2nd class	3630	8	8000	Capt. V. A. Thirlall	Nagasaki
Redpoll	gunboat 1st class	711	6	1200	Lt.-Com. Hon. G. A. Hardinge	Bakodai
Scylla	gunboat 1st class	895	6	1200	Lieut.-Com. E. H. Gratton	Ochemipo
Seam	gun-vessel 2nd class	166	2	870	—	Hongkong
Tanna	receiving ship	2047	—	—	—	Hongkong
Twined	g-b, 3rd class coast defence	363	2	200	—	Hongkong
Unlainted	cruiser	5900	12	8500	Capt. A. G. Clarke	Nagasaki
Victor Emanuel	receiving ship	5157	14	—	Commander S. Holland	Hongkong
Wyvern	coast defence ship, armoured	2750	4	1000	—	Hongkong

* Flagship of Vice-Admiral Sir E. H. Seymour, K.C.B. † Flagship of Rear-Admiral Fitzgerald.

Foreign Men-of-war on the China and Japan Station.						
Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Admiral Korniloff	Russian cruiser	5510	16	9000	Captain Molas	Port Arthur
Admiral Nakhimoff	Russian cruiser	7751	18	7000	Captain Nebogatif	Singapore
Arona	Russian gunboat	316	2	750	Captain Kuchego	Saint Petersburg
Argos	German cruiser	1640	3	2300	Captain Bodder	Kiachow
Aspic	Spanish gunboat	508	2	600	Commander H. C. Cabezas	Manila
Bayard	French gunboat	550	3	450	Commander Journef	Bangkok
Bengo	Portuguese gunboat	400	3	450	Commander de Castro	Along Day
Bohre	Russian ship	960	2	1150	Lt. Comdr. Marques	Manao
Bont	U. S. cruiser	3000	8	3700	Captain Bohmen	Shanghai
Castilla	Spanish cruiser	3136	6	440	Captain Vagstad	Nagasaki
Cebu	Spanish troopship	532	2	600	Capt. A. Martin de Oliva	Manila
Comete	French gunboat	496	3	600	Lieut. A. Barrea	Bagu
Concord	American cruiser	1450	8	2900	Lieut. Simon	Yokohama
Cornoran	German cruiser	1640	8	2900	Capt. Brunsell	Kiachow
Descaetes	French cruiser	1400	11	650	Capt. Bernard	Hoboken
Dante, Donkoff	Russian cruiser	6000	16	7000	Captain Ruffalt	Nagasaki
Don Antonio de Ulloa	Spanish cruiser	1300	4	1523	Capt. E. Robion	Manila
Don Juan de Austria	Spanish cruiser	1130	4	1000	Commander J. de la Concha	Manila
Eolapigue	French cruiser	1658	8	2050	Capt. Tuzier	Chifu
Eleano	Spanish gunboat	560	3	600	Lieut. Com. F. Escudero	Manila
Galdames	Russian gunboat	560	9	650	Capt. Serbsboronnik	Manila
General Alava	Spanish troopship	1200	2	1500	Capt. R. Rodriguez Trojillo	Manila
General Leco	Spanish gunboat	550	6	800	Lieut. Com. R. Benavente	Manila
Gremiatshy	Russian gunboat	1490	2	2000	Capt. Bonchaleff	Nagasaki
Irene	German cruiser	4200	8	1950	Commander de Bois	Amoy
Isla de Cuba	Spanish protected cruiser	1048	4	2200	Commander D. Regalado	Manila
Isla de Luzon	Spanish protected cruiser	1048	4	2200	Commander P. Barreto	Manila
Jean Bart	French cruiser	7377	15	8700	Captain Kopp	Along Day
Kaiser	German flagship	6331	20	14,000	Captain Kohlner	Kiachow
Kaiserin Augusta	German cruiser	6331	9	2150	Capt. Lindstrom	Yokohama
Korejets	Russian ship	1200	9	1800	Capt. Irtvink	Nagasaki
Kraler	Russian ship	1652	2	750	Lieut. Com. J. J. Ozama	Manila
Mailla	Spanish transport	1930	2	1400	Commander Kichaloff	Manila
Mar deluz	Russian ship	1200	3	650	Lt. Com. R. Moreno de Guerra	Manila
Marques del Duero	Spanish gunboat	500	3	650	Commander Marten	Manila
Morva	German gunboat	1970	8	850	Com. O. W. Farenholt	Manila
Monocopy	U. S. ship	1500	8	850	Captain Gidley	Nagasaki
Olympia	U. S. flagship	5800	14	17,358	Captain Coppieland	Manila
Otravay	Russian gunboat	1490	2	2000	Captain Virensin	Port Arthur
Pamiat Azova	Russian cruiser	5000	15	8000	Commander Baron Dechan	Bagu
Panther	Austrian cruiser	1540	2	6000	Commander E. R. Wood	Along Day
Pascal	French cruiser	3998	14	8500	Captain Thiele	Kiachow
Petrel	U. S. gunboat	892	4	1050	Capt. L. Caderno	Amoy
Prinzess Wilhelm	German cruiser	1200	12	8000	Comdr. Ogulien	Hongkong
Reina Cristina	Spanish cruiser	3500	8	5853	Captain Dmitroff	Hongkong
Raleigh	American cruiser	3200	8	5853	Comdr. Rodondo	Port Arthur
Rossia	Russian ship	12,200	20	18,230	Captain Baranoff	Manila
Rurik	Russian flagship	10,925	20	11,125	Captain Antonoff	Nagasaki
Silavet	Russian gunboat	950	2	1100	Commander P. Rebol	Manila
Sivotch	Russian cruiser	3850	8	5000	Capt. Rogalla	Nagasaki
Sorgine	French gunboat	1152	2	1800	Commander Vandenberg	Nagasaki
Valere	Spanish gunboat	800	11	3500		
Vladivostok	Russian cruiser	1200	6	1,500		

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